



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0250; Airspace Docket No. 20-AEA-22]

RIN 2120-AA66

Establishment and Amendment of Area Navigation Routes, Northeast Corridor Atlantic Coast Routes; Northeastern United States.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies three existing high altitude area navigation (RNAV) routes (Q-routes), and establishes one new Q-route, in support of the Northeast Corridor Atlantic Coast Route (NEC ACR) Project. This action improves the efficiency of the National Airspace System (NAS) by expanding the availability of RNAV routing and reducing the dependency on ground-based navigational systems.

DATES: Effective date 0901 UTC, October 7, 2021. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC, 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email: fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Authority for this Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would modify the VOR Federal airway route structure in the northeastern United States to maintain the efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2021-0250 in the *Federal Register* (86 FR 21669; April 23, 2021), to amend three existing Q-routes, and establish 1 new Q-route, in the northeastern United States to support the Northeast Corridor Atlantic Coast Route project. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

United States area navigation routes are published in paragraph 2006 of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be subsequently published in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly

available as listed in the ADDRESSES section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by amending three existing Q-routes, and establishing one new Q-route in the northeastern United States to support the Northeast Corridor Atlantic Coast Route project. The new route is designated Q-419, and amendments made to the descriptions of Q-22, Q-54, and Q-64.

The Q-route amendments are as follows:

Q-22: Q-22 extends between the GUSTI, LA, Fix, and the BEARI, VA, WP. This action further extends Q-22 northeast from the BEARI, VA, WP to the FOXWD, CT, WP. The following points are inserted between the BEARI, VA, and the FOXWD, CT, WPs: UMBRE, VA, WP; BBOBO, VA, WP; SHTGN, MD, WP; SYFER, MD, WP; DANGR, MD, WP; PYTHN, DE, WP; BESSI, NJ, Fix; JOEPO, NJ, WP; BRAND, NJ, Fix; Robbinsville, NJ (RBV), VORTAC; LAURN, NY, Fix; LLUND, NY, Fix; and BAYYS, CT, Fix. As amended, Q-22 extends between GUSTI, LA and FOXWD, CT. This provides RNAV routing between Louisiana and the New England area.

Q-54: Q-54 extends between the Greenwood, SC (GRD), VORTAC, and the NUTZE, NC, WP. This action removes the Greenwood VORTAC and adds the HRTWL, SC, WP as a new end point for the route. In addition, the ASHEL, NC, WP is added between the existing RAANE, NC, and the NUTZE, NC, WPs.

Q-64: Q-64 extends between the CATLN, AL, Fix, and the Tar River, NC (TYI), VORTAC. This action removes the Greenwood, SC (GRD), VORTAC from the route and adds the HRTWL, SC, WP between the FIGEY, GA and the DARRL, SC, Fixes. The DADDS, NC, WP and the MARCL, NC, WPs are added between the existing IDDA, NC, WP, and the Tar River VORTAC. Additionally, the route is extended northeast from the Tar River VORTAC, through the GUILD, NC, WP to the SAWED, VA, Fix.

The new Q-route is as follows:

Q-419: Q-419 extends between the BROSS, MD, Fix, and the Deer Park, NY (DPK), VOR/DME.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this airspace action of modifying three existing high altitude area navigation (RNAV) routes (Q-routes), and establishing one new Q-route, in support of the Northeast Corridor Atlantic Coast Route (NEC ACR) Project, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. §§4321 et seq.) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR Part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). As such, this action is not expected to result in any potentially significant environmental impacts. In

accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis.

Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71--DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020 and effective September 15, 2020, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

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Q-22 GUSTI, LA to FOXWD, CT [Amended]

GUSTI, LA	FIX	(lat. 29°58'15.34"N., long. 092°54'35.29"W.)
OYSTY, LA	FIX	(lat. 30°28'15.21"N., long. 090°11'49.14"W.)
ACMES, AL	WP	(lat. 30°55'27.13"N., long. 088°22'10.82"W.)
CATLN, AL	FIX	(lat. 31°18'26.03"N., long. 087°34'47.75"W.)
TWOUP, GA	WP	(lat. 33°53'45.39"N., long. 083°49'08.39"W.)
Spartanburg, SC (SPA)	VORTAC	(lat. 35°02'01.05"N., long. 081°55'37.24"W.)
NYBLK, NC	WP	(lat. 35°34'34.99"N., long. 081°02'33.96"W.)
MASHI, NC	WP	(lat. 35°58'17.90"N., long. 080°23'04.71"W.)
KIDDO, NC	WP	(lat. 36°10'34.90"N., long. 080°02'23.69"W.)
OMENS, VA	WP	(lat. 36°49'29.00"N., long. 078°55'29.78"W.)
BEARI, VA	WP	(lat. 37°12'01.97"N., long. 078°15'23.85"W.)
UMBRE, VA	WP	(lat. 37°23'38.72"N., long. 077°49'09.50"W.)

BBOBO, VA	WP	(lat. 37°41'33.79"N., long. 077°07'57.59"W.)
SHTGN, MD	WP	(lat. 38°14'45.29"N., long. 076°44'52.23"W.)
SYFER, MD	WP	(lat. 38°25'19.31"N., long. 076°33'26.82"W.)
DANGR, MD	WP	(lat. 38°57'36.25"N., long. 075°58'30.85"W.)
PYTHN, DE	WP	(lat. 39°18'06.97"N., long. 075°33'59.66"W.)
BESSI, NJ	FIX	(lat. 39°40'34.84"N., long. 075°06'44.53"W.)
JOEPO, NJ	WP	(lat. 39°54'22.11"N., long. 074°52'17.73"W.)
BRAND, NJ	FIX	(lat. 40°02'06.28"N., long. 074°44'09.50"W.)
Robbinsville, NJ (RBV)	VORTAC	(lat. 40°12'08.65"N., long. 074°29'42.09"W.)
LAURN, NY	FIX	(lat. 40°33'05.80"N., long. 074°07'13.67"W.)
LLUND, NY	FIX	(lat. 40°51'45.04"N., long. 073°46'57.30"W.)
BAYYS, CT	FIX	(lat. 41°17'21.27"N., long. 072°58'16.73"W.)
FOXWD, CT	WP	(lat. 41°48'21.66"N., long. 071°48'07.03"W.)

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Q-54 HRTWL SC to NUTZE, NC [Amended]

HRTWL, SC	WP	(lat. 34°15'05.33"N., long. 082°09'15.55"W.)
NYLLA, SC	WP	(lat. 34°34'38.94"N., long. 081°17'00.48"W.)
CHYPS, NC	WP	(lat. 34°53'17.92"N., long. 080°25'57.04"W.)
AHOEY, NC	WP	(lat. 35°00'36.28"N., long. 080°05'55.93"W.)
RAANE, NC	WP	(lat. 35°09'21.97"N., long. 079°41'33.90"W.)
ASHEL, NC	WP	(lat. 35°25'43.32"N., long. 078°54'48.07"W.)
NUTZE, NC	WP	(lat. 35°50'40.43"N., long. 077°40'56.72"W.)

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Q-64 CATLN, AL to SAWED, VA [Amended]

CATLN, AL	FIX	(lat. 31°18'26.03"N., long. 087°34'47.75"W.)
FIGEY, GA	WP	(lat. 33°52'26.94"N., long. 082°52'22.76"W.)
HRTWL, SC	WP	(lat. 34°15'05.33"N., long. 082°09'15.55"W.)
DARRL, SC	FIX	(lat. 34°47'49.47"N., long. 081°03'21.62"W.)
IDDA, NC	WP	(lat. 35°11'05.10"N., long. 079°59'30.69"W.)
DADDS, NC	WP	(lat. 35°36'30.35"N., long. 078°47'20.70"W.)
MARCL, NC	WP	(lat. 35°43'54.41"N., long. 078°25'46.57"W.)
Tar River, NC (TYI)	VORTAC	(lat. 35°58'36.20"N., long. 077°42'13.43"W.)
GUILD, NC	WP	(lat. 36°18'49.56"N., long. 077°14'59.96"W.)
SAWED, VA	FIX	(lat. 37°32'00.73"N., long. 075°51'29.10"W.)

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Q-419 BROSS, MD to Deer Park, NY (DPK) [New]

BROSS, MD	FIX	(lat. 39°11'28.40"N., long. 075°52'49.88"W.)
MYFOO, DE	WP	(lat. 39°26'10.15"N., long. 075°36'44.70"W.)
NACYN, NJ	WP	(lat. 39°36'49.19"N., long. 075°24'59.30"W.)
BSERK, NJ	WP	(lat. 39°47'27.01"N., long. 075°13'10.29"W.)
HULKK, NJ	WP	(lat. 39°59'53.04"N., long. 074°58'52.52"W.)
Robbinsville, NJ (RBV)	VORTAC	(lat. 40°12'08.65"N., long. 074°29'42.09"W.)
LAURN, NY	FIX	(lat. 40°33'05.80"N., long. 074°07'13.67"W.)
Kennedy, NY (JFK)	VOR/DME	(lat. 40°37'58.40"N., long. 073°46'17.00"W.)
Deer Park, NY (DPK)	VOR/DME	(lat. 40°47'30.30"N., long. 073°18'13.17"W.)

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Issued in Washington, DC, on July 19, 2021.

George Gonzalez,
Acting Manager, Rules and Regulations Group.

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